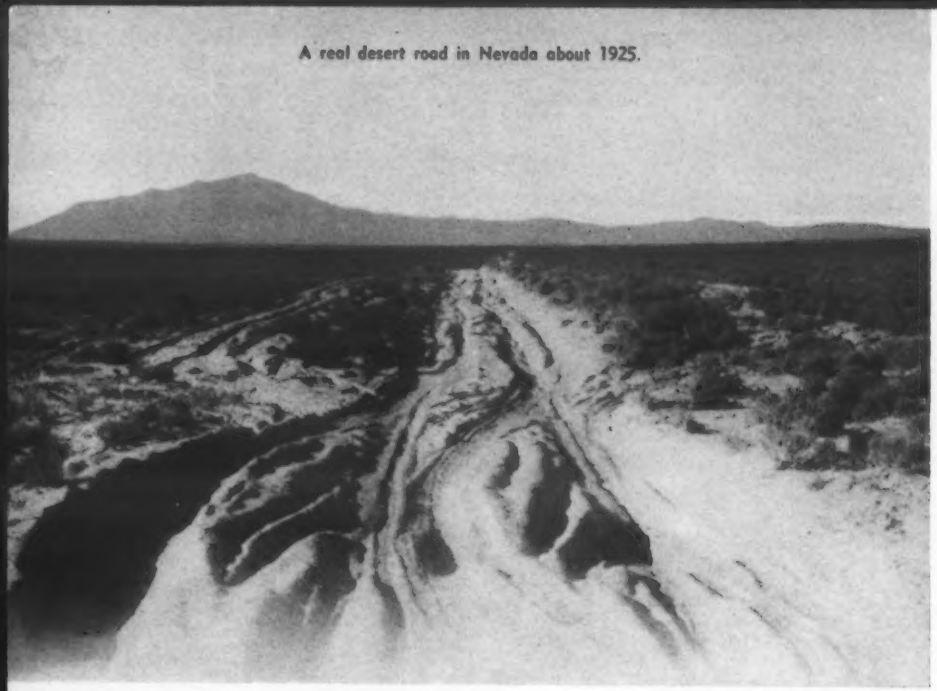
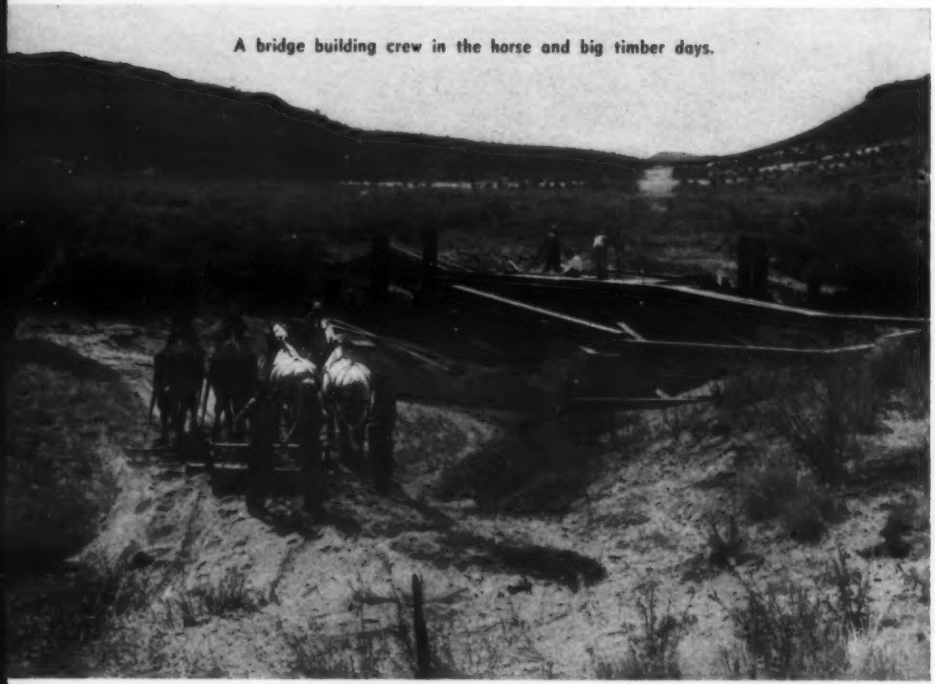
Nevada

HIGHWAYS and PARKS



A real desert road in Nevada about 1925.

Gravel displaced the dust some years later.



A bridge building crew in the horse and big timber days.

Maintenance men sometimes had to camp out on the job.

NEVADA
HIGHWAYS *and* PARKS

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THE FRONT COVER

We have tried to capture the youthful, buoyant, liberal spirit of Las Vegas by showing, in color on our front page, Fremont Street, the city's main thoroughfare. At the same time this seethingly busy street forms a segment of highways U S 91, 93 and 95, all arterials which serve the great southwest. The scene looks east from Main Street, and has undergone tremendous transition during the past 25 years.

NEVADA HIGHWAYS AND PARKS Magazine is published by the Department of Highways, in the State Printing Office at Carson City, and is issued for distribution, gratis, to persons interested in the present welfare and future development of Nevada. Nevada Department of Highways will be glad to mail a copy, or copies, upon request. NEVADA HIGHWAYS AND PARKS MAGAZINE IS NOT TO BE SOLD.

Nevada, From Dirt Roads to Divided Paved Four Lanes

CONSTRUCTION of the modern State highway system of Nevada, on which tourists and citizens can roll smoothly over 3,800 miles of broad, hard-surfaced roads, came about through a long, slow process. The transition from dirt roads with high centers to divided highways with four lanes was a long-term project involving engineering skill, much labor, millions in money, and mechanical equipment ranging from the crude horse-drawn scrapers and wooden drags to the modern sheepsfoot roller, the diesel bulldozer and the 20-ton carryall. It is also necessary, and appropriate, to credit the hundreds of pick-and-shovel men who made the dirt fly.

Mountains had to be blasted and moved, valleys had to be crossed, streams bridged, grades established, lines kept as straight as possible, and salt flats and marshes surveyed before the line could be designated as a road. These factors all played an important part in building the high-class travel lanes now stretching across a State where the desert has inherent dangers incident to traveling over miles and miles of lonely, wide-open spaces populated with few people. Highway engineers had to take every possible safety measure to make these highways safe for your convenient travel. They have done a good job, but driving over them in a safe manner is still your job.

A little over a century ago travel-ways across this great big western country consisted of deer, coyote and rabbit trails. As time went on these narrow paths, up hill and across valley, were packed by trappers and Indians on their broncs and cayuses. Then came the 49'ers. These emigrants took up the task where the trappers and Indians left off and through their slow-motion travel in covered wagons left deep-rutted tracks reaching out in many directions over almost limitless stretches of treeless mountains, sagebrush flats and sand wastes.

Later came the Pony Express riders with their fast-stepping horses carrying the mail in both directions. Then the stagecoaches had their day and accepted the job of strongbox, trunk and passenger transport from one town to another and even across the State. All these trails crossed each other in a hodgepodge pattern which seemed to lead straight into the wilderness and nowhere in particular. Alice in Wonderland never had it more confusing.

Albeit these trails and paths afforded the basis on which a definite road system could be patterned and the highways were planned and built as a network to reach all far-flung corners of the State of Nevada.

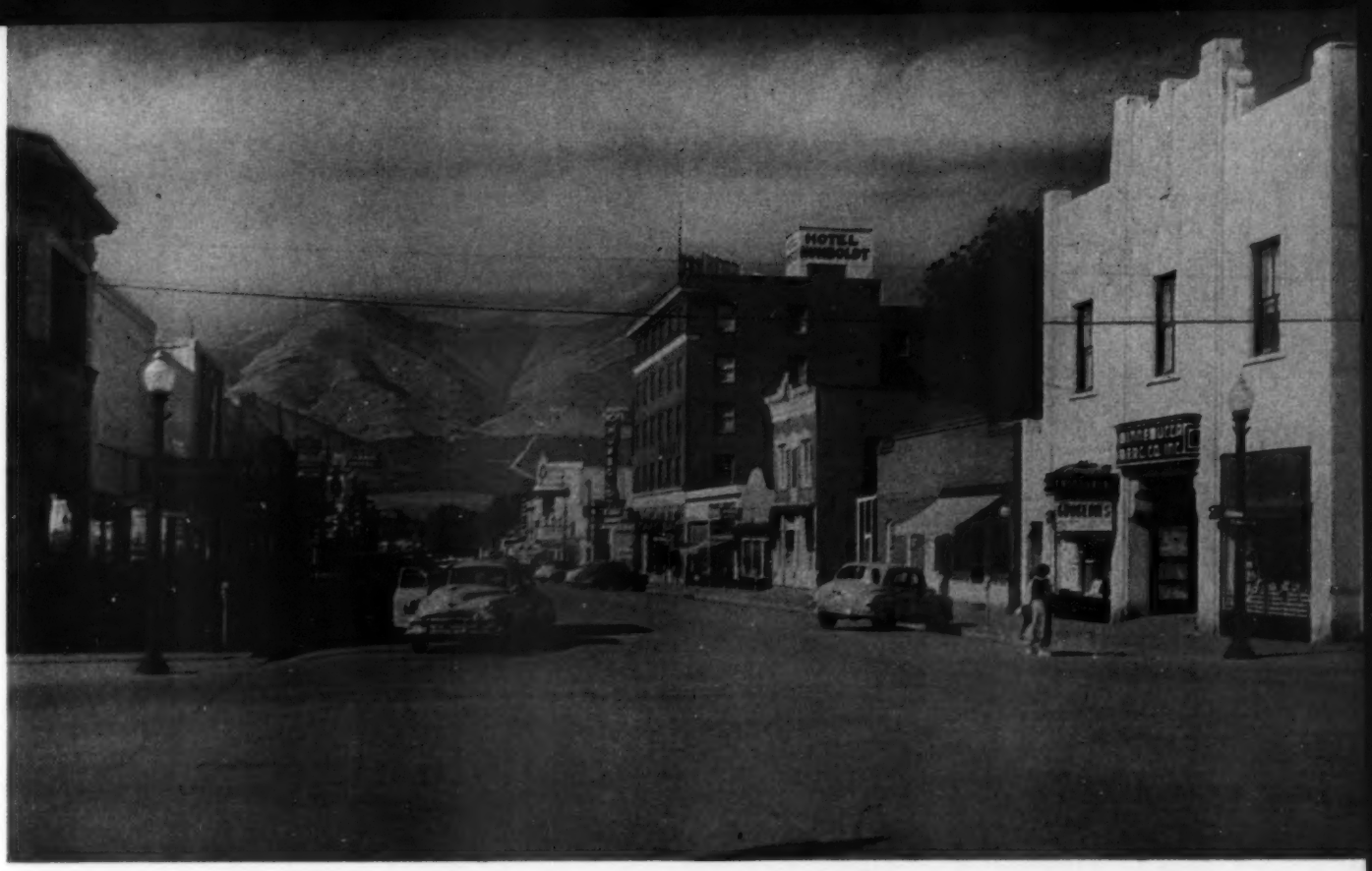
In the early days of settlement Nevada towns were just a cluster of board buildings, built close together, in the outlying districts, invariably boasting of a saloon or two, a blacksmith shop, and some hitching posts, together with the general store and the homes. These settlements were isolated and far apart from each other, with no intermediate stopping places. Big ranch spreads crept into the picture, then reached out over the land to cover hundreds of square miles. Cattle grazing had started and subsequently gained a solid footing which it has maintained ever since. Dirt roads led to all parts of these spreads for the convenience of cow hands in their roundups and branding locations, and also for those who ventured to stay in the desert loneliness to make their fortune. It was a country where the nearest neighbor might live 30 miles away.

Living was rugged for both men and women, and attention was given more to the necessities of life rather than to such things as picture shows, the 10 o'clock radio news broadcast, or listening in on a telephone party-line conversation. Those gadgets came later. The early pioneers, in spite of their lack of these modernizing accessories, seemed to manage pretty well with their dirt roads and lived a healthy and wholesome life.

Travel in those days consisted mainly of polishing leather on the back of a horse, or jolting along a rutty road while sitting on a sheepskin cushion atop a springless farm wagon, or attempting to stay anchored on a low-hanging buckboard seat.

Highway U S 40 comprises the main business street of Lovelock, Nevada. Agriculture and mining predominate as industries in Lovelock valley and the nearby mountains.

B Street in Sparks forms a segment of much traveled transcontinental U S 40 through the State. Sparks has large railroad shops and yards as its basic industry.



Bridge Street, main business thoroughfare in Winnemucca, intersects transcontinental U S 40 which is designated as Third Street in this western Nevada community.

Idaho Street and U S 40 are synonymous in Elko and form one of the main business drags of Elko, the city in the heart of the eastern Nevada cattle country.

Hard-tired wheels were the only shock absorbers they knew as the teams jogged over the ruts and rocks, in all seasons. Travel was indeed a slow and cumbersome job and left much to be desired.

At that time it was indeed a hazardous undertaking to cross the 417-mile stretch of Nevada desert. Citizens made the best of what they had and seemed to thrive on the process. Not much thought was given to macadamized roads, black top, concrete paving, or hot-plant mix in those days. Folks were satisfied to take the chuckwagon to the branding station, far from the home ranch, over the mud and dirt, as long as some of the deepest holes were occasionally filled, or by-passed. Neighbors frequently got together to take care of this road work. As late as 1917 it was a gamble to attempt a crossing of the State in any direction even while following the beaten paths over the desert and the mountains in a horse-drawn vehicle.

Mining camps were magnets which attracted hundreds of fortune seekers all over the State. Some of them moved from camp to camp in rapid succession as soon as new discoveries became publicly known. This meant new pathways across the desert country to the new camp and this added to the dirt-road mileage. Such conditions prevailed up to the late 1920's before they changed materially for the better. Goldfield, Tonopah and Fairview were among the first mining camps to feel the impact of the horseless carriage in the early days of its popularity. At that time all road work was done by county units, or by other local authorities, and this work was limited.

It was only after the early models of the automobile, puttering across long stretches of Nevada, with plenty of flat tires from riding over sharp rocks, headaches due to mechanical breakdowns, and long and tiresome delays that Nevadans visualized better roads and became good-road conscious. Citizens began to get together in groups all over the State, and talked about improving the roads and highways so that they could better serve the communities. Those faint, but persistent, voices gradually grew into a loud speaker and continued until good roads appeared on isolated stretches in many parts of the State. The pattern was in the making, and the conception was to eventually connect all these individual segments into one continuous highway system, across the length and breadth of the State.

The Ruby Mountains in Elko County as seen from the small wayside station of Deeth, afford gorgeous scenery, have small, good fishing lakes, and contain rugged country for recreational activities.

This desired result was a long time unfolding, but eventually it came about, and all corners of the State were connected with hard-surfaced highways. The automobile was primarily responsible for the building of highways suitable for faster, more convenient travel. The neighbor-to-neighbor, town-to-town travel soon became more of a pleasure than a hardship, and presented many factors which contributed to a stronger social setup among the comparatively few people who made Nevada their home.

Fremont Street about 1934; main business and traffic artery in Las Vegas before it was paved.

Street at Fremont, in the city of Las Vegas betwi and betwee and

Pioche, in eastern Nevada, is locale for big mines, cattle grazing, and rugged mountain scenery nearby. Principal mine products are lead, silver, zinc, manganese and copper. The mines were discovered in the early 1860's and have been operating since. In recent years a newly developed commercial mineral—perlite—has joined the yield of the region. Pioche, the county seat, has about 2,000 population, and is served adequately by highways U S 93 and U S 6.

Enormous copper deposits around the Ely district in Eastern Nevada, keep the mines and great mill operating at near capacity. The Liberty Pit, one of the largest man-made holes on earth, is nearby at the town of Ruth. Cattle grazing is also an important industry there. Around Ely are some of the choicest spots of rugged mountain scenery anywhere in the State. U S 50, U S 93, and U S 6, all paved highways, serve the area adequately.

Beatty, gateway to Death Valley, is located in southern Nye County, has a mild climate, and is supply center for the fertile Pahrump Valley, nearby. Beatty is also close to the Atomic Energy Commission's proving grounds at Yucca Flats. Highway U S 95 serves as an arterial while many secondaries lead into the desert country in all directions. Rhyolite and Pioneer, two ghost mining towns nearby, attract many tourists. Mining is still an important basic industry.

Tonopah, pictured here, was one of the notable mining camps which sprang into existence in the southern Nevada desert country just after the century turned the corner, 53 years ago. The camp experienced several cycles of boom and borrasca. Millions of dollars in wealth came from its silver mines. These have been inactive for a number of years but current happenings indicate a revival of heavy production in the coming months. The photograph shows the main street of the city as it appears now.

This is what the old highway U S 40 (The Victory) looked like in the Truckee Canyon east of Reno, many years ago. The picture reflects the type of country through which this excellent highway passes. Since the picture was taken the highway has been realigned, is plenty wide, paved and in excellent condition.

It all started slowly, but gradually gained momentum until the progress reached a pace where slowing down or stopping was a thought not to be entertained. First, the rutted pathways were graded and graveled, usually by horse-pulling power ahead of a Fresno scraper, or a wooden drag. The road was smoothed in places, high centers clipped down, low places filled in, and weeds and rocks were removed from the pathway until a fairly reasonable travel surface was obtained. It wasn't long until paving of roads got under way in earnest, and with this innovation came the full development of the present excellent highway system which Nevada presents to the world for comfort and convenience through its vast natural wonderland.

Once paving gained momentum the progress became pronounced.

Between 1907 and 1911, little was done in the matter of construction or repair of Nevada roads. When Tasker L. Oddie became Governor in 1911, a new era in road building started. Later, in 1920, as United States Senator from Nevada, he wrote the Oddie-Colton Highway Bill which did much to encourage road construction in all parts of the Nation.

During 1911 a legislative Act, approved by the Governor, provided that the State Engineer should have general supervision of road work carried on by convict labor and the State Legislature appropriated $20,000 to carry out the plan. Some construction was done in western Nevada, between Reno and Carson City. With the exhaustion of the appropriation, the work stopped and State participation was not again put into effect until the legislative session of 1917.

The Nevada State Highway Law was signed by Governor Emmett D. Boyle on March 23, 1917. It accepted the provisions of the Federal-aid Road Act, designated a system of State highways and made provision for funds to carry on highway improvements. All of this was a prior necessity to securing Federal aid. Governor Boyle's action and interest in good roads was really the vital turning point through which Nevada was able to build up its present excellent highway system.

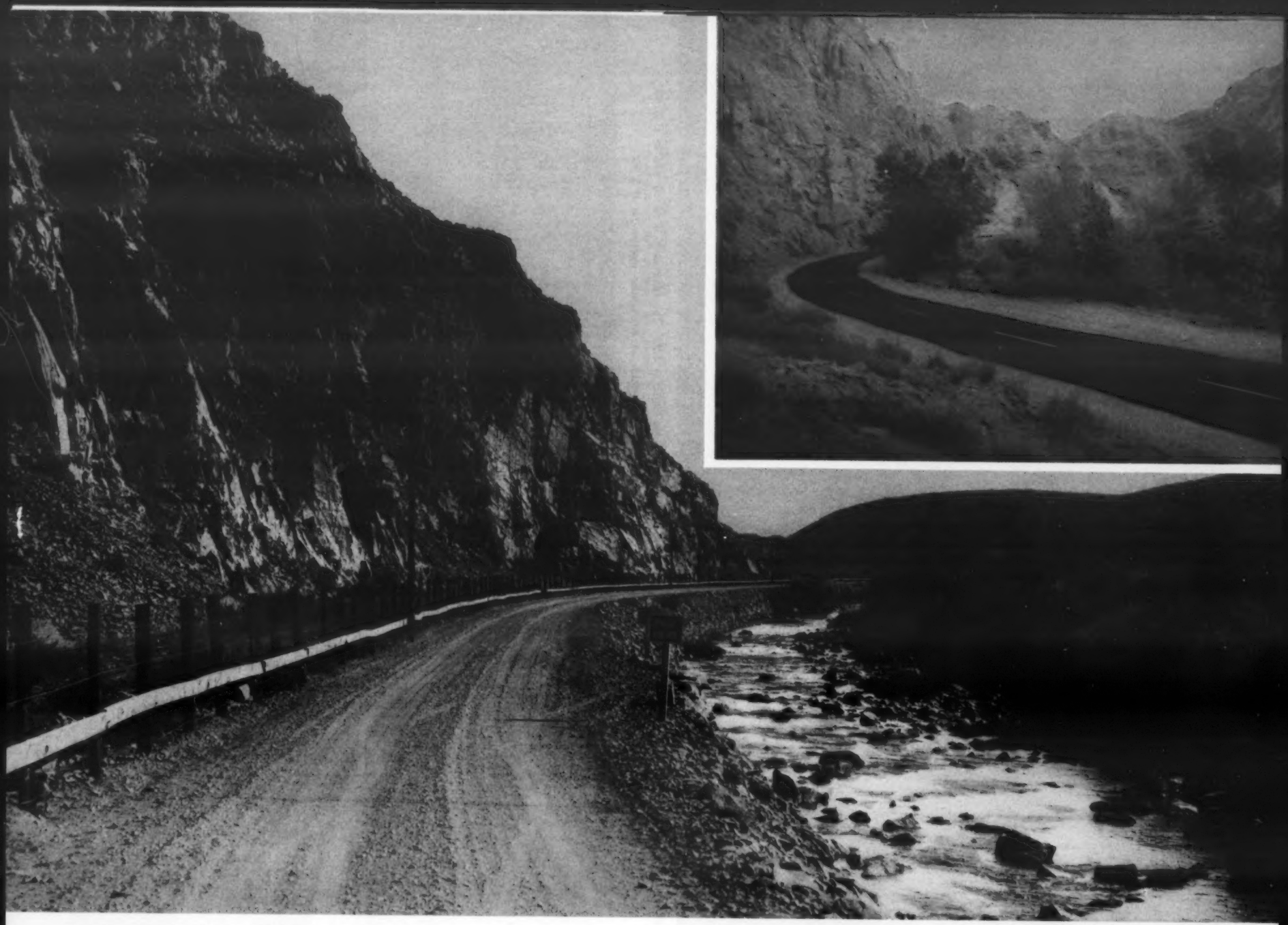
A Federal report of 1914 stated that Nevada had 262 miles of surfaced roads out of a total mileage of 12,182.

The Nevada Legislature convened in Carson City during the strenuous days preceding the entry of the Nation into World War I. As pressing as were other problems of the Legislature at that time, considered action was taken to create a centralized highway department with adequate authority and finances to take the motorist out of the dust and mud and provide a modern highway system.

The impetus for this movement came from an Act of the Federal Congress in 1916 which made Federal aid available to the States for highway purposes. This Congressional action had provided a total of $75,000,000 for the period 1917 to 1921, to be distributed among all the States by a formula based on the relative relationship of total area, total population, and total mileage of rural delivery and star mail routes. The funds so appropriated to each State were required to be matched by the States on a dollar-for-dollar basis. The Act further provided that each State availing itself of the provisions of the Act must have a highway department adequate in authority and equipment to cooperate with the Federal

Battle Mountain is a center for mining activities and sheep and cattle graze the adjacent hills. The community is served well by U S 40.

Wells is the first town west of the Nevada-Utah line on the Victory, and affords an intersection position for U S 93.



These two photographs show the "before and after" stages of highway through Wilson Canyon, on the Walker River, near Yerington, Nevada. Before the modern road was built, shown in the color inset, the narrow canyon had room only for river, road, and railroad. The railroad is no more; the river is held under control, and the road is now wide, smooth, paved and offers rugged scenic features.

Fallon, the project city of the Carson-Truckee Irrigation District. Thousands of acres of rich farmland are made to yield by waters impounded behind Lahontan Dam. A modern city, Fallon has agriculture to stabilize its economy. Mining, of some importance, is a supplemental industry.

Government and assume responsibility for immediate supervision of the road construction proposed to be undertaken. At passage of the Act there were six States not having highway departments; Nevada was one of these six. Under the 1916 legislation, Nevada was apportioned slightly less than one million dollars for the five-year program and our State highway department was founded in 1917 in order to comply with the provisions of the Act.

Originally the highway department was governed by a three-man board appointed by the Governor. The first board held its organizational meeting in April of 1917 and appointed Nevada's first State Highway Engineer.

The department continued under the administration of the appointive board until April of 1927, at which time a change was brought about. A board of directors, consisting of the Governor, Attorney General, and State Controller, was designated and began functioning. This board, of which the Governor automatically becomes chairman, selects a State Highway Engineer who in turn actively administers the highway department.

In 1919 there were 50 employees in the highway department. This number included the headquarters staff, and the field men who were scattered throughout the State in various capacities. Even the most farsighted person, at that time, did not realize the necessary expansion of organization, nor what sums of money would be required to meet the demands of the traveling public for adequate highways to meet the changing conditions of the times. The automobile had come to stay and was annually increasing in numbers. That situation applied to all States of the Union.

Just how big has been the development of the Nevada State Highway Department may be, perhaps, illustrated by the fact that since 1917 Nevada has spent well over $100,000,000 in developing its highway system; and that in each year since 1947, total expenditures of more than $4,000,000 were needed for the construction of each year's program. Through new construction, reconstruction of routes, realignment, reducing gradients, widening of travel lanes, and the voluminous increase of traffic inaugurating divided highways, the highway department is constantly extending and improving the road system in the State over which this great volume of traffic flows.

The 1916 Act of Congress marked the beginning of a new era in American transportation history. In 1921, when the appropriations authorized by the Act of 1916 expired, new legislation was developed, the general theme of which carries into the Federal laws under which States now operate. At that time, Congress provided that the States with the approval of the Bureau of Public Roads, the government partner in the joint Federal-State setup, designate a limited mileage of their more important interstate routes as a Federal-aid Highway System, and stipulated that Federal money be expended entirely upon such a system. It was further provided that the States themselves must assume the responsibility of maintaining those roads in a satisfactory condition once they were constructed with Federal-State funds. The 1921 Act also contained a clause very important to Nevada. For the first five years all the States were required to match the Federal money allocated to them on a dollar-for-dollar basis. It soon became apparent, however, that in those sparsely settled States where large areas remained in Federal ownership, lack of tax revenues from such lands was working a hardship. Accordingly, Congress decreed that in States where the total area of unappropriated and unreserved public domain exceeded 5 percent of the total area, the Federal Government, instead of requiring dollar-for-dollar matching, would increase the government's matching ratio by one half the percentage which the area of Federal lands within the State is of the total State area. Consequently, in Nevada today, out of every dollar spent on joint construc-

tion projects the Federal Government provides 83.68 cents and the State 16.32 cents. The unappropriated and unreserved public lands in the State of Nevada amount to 67.36 percent of the total area, and one half of this, or 33.68, added to the regular 50 percent gives us the present Federal matching ratio.

During World War II, Congress laid plans for postwar highway construction. In 1944, legislation was enacted which provided funds for resuming Federal-State highway construction at such time as the Congress should declare the National emergency at an end. Congress made the first of these new funds available for the fiscal year ending June 30, 1946; and Nevada entered upon a final phase of the program developed with that authorization. For the fiscal years 1946, 1947, and 1948, Nevada was provided with approximately $4,850,000 of Federal money which, matched by State funds, made about $6,000,000 per year available for highway construction.

Up until the 1944 legislation, Federal funds had been mainly available for construction on only the more important rural roads connecting our various States and larger cities. However, the growth of highway transportation by then had reached the point where it was necessary to reexamine the obligations of the Federal Government in providing an interrelated highway system. Accordingly, funds were created for three categories of road construction:

1. Regular Federal-aid to be spent on the Federal-aid Primary system, such as our main U. S. highways.

2. Federal-aid secondary funds to be spent in rural areas outside of cities of 5,000 or more population on so-called farm-to-market, and mine-to-market roads.

3. Federal-aid urban funds to be spent exclusively on those portions of the Federal-aid system within cities of 5,000 population or more.

Division One, of the Highway Department, has a shop and maintenance facilities at Las Vegas. The structures, second largest in the State, are designed for beauty as well as for utility.

Revenues used by the Nevada State Highway Department in matching this Federal-aid and in maintaining the roads constructed with Federal or State funds come from three principal sources:

1. A four-cent gas tax and a five-cent tax on diesel and similar fuels.

2. Registration fees on passenger and commercial vehicles.

3. Licenses for those commercial vehicles using our highways as carriers of passengers and freight.

Nevada's annual fuel tax currently approximates $3,100,000, registration fees $550,000, and carrier license fees $1,100,000.

From the above figures it becomes evident that Nevada's present revenues are providing only sufficient funds to match the Federal-aid money, to do necessary maintenance, and to provide for future plans and administration. There are no excess State funds available for State-financed construction, so our construction program must be geared to the amount of money made available by the National Congress.

The highway department organization, as it functions at present, consists of a number of units spread over the State as well as in headquarters. These units comprise the following divisions:

Design Division, which department is charged with supervising the acquisition of rights of way and the preparation of plans and specifications.

Division of Surveys, assigned to the supervision of field surveys.

Construction Division, charged with active inspection of construction projects in the field.

Materials and Testing Division, charged with investigating and testing the materials used in the construction of highways and bridges to assure satisfactory performance.

Personnel Division, charged with administering a staff consisting of about 650 employees.

Equipment Division, charged with the responsibility of purchasing and maintaining equipment used by the State's maintenance forces, survey and construction crews, and headquarters personnel.

Accounting Department, charged with the responsibility of keeping a record of the department's finances, claims, payrolls, etc.

Planning Division, charged with the gathering of traffic and other statistical data necessary in setting the characteristics of design and plans for future construction and financing.

Traffic Division, charged with installation of pavement markings, center-line striping, signs and other traffic control devices.

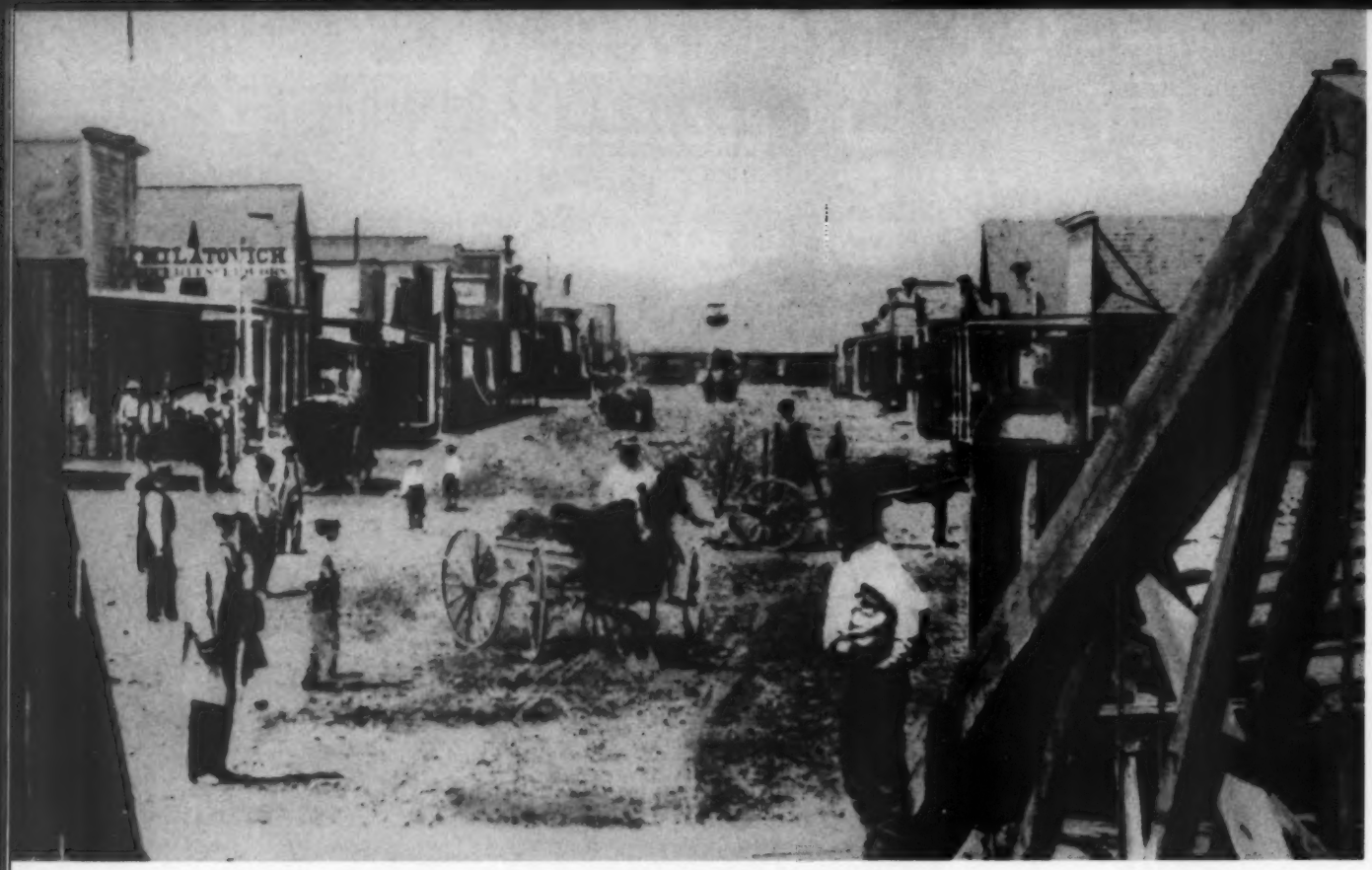
In addition, the State is divided into five geographic divisions, each administered by a division engineer who supervises all construction and maintenance operations within his territory.

The Nevada State Department of Highways is striving in two ways to solve the problem of providing safety for motorists. First, by protecting the driver from himself, and secondly, by protecting the driver from some other vehicle operator. To the engineering sections of the department fall the major portion of the burden of protecting the motorist from himself. The design of highways to protect the driver against those lapses of good driving practice, which so frequently result in serious accident, is one of the prime engineering objectives. Realizing that in spite of efforts to control speed, many of our drivers are going to travel at high rates, highways are being designed to withstand a speed of 70 miles an hour

Times have changed and with the changing times has come progress in southern Nevada, particularly in its highways and bridges. The pictures here show the Glendale Bridge over the Muddy River, years ago, and the present structure. Highways 91 and 93 join here and continue as a combination to Las Vegas.

Southern Nevada nocturne. Fremont Street, in the "banana belt," available as Highways U S 91, 93 and 95, in the fastest growing city of the southwest.

Northern Nevada nocturne. Virginia Street, which also comprises a segment of U S 395, is a link between U S 40 and U S 50 in western Nevada.



This is the first photograph ever taken of the city of Reno, on the Truckee River in the early 1860's when the town was having growing pains and muddy street problems.

in rural areas. Such design requires maintaining adequate sight distance for passing at such high rates of speed, flat curves, wider travel lanes, flatter shoulder slopes, and in many instances divided traffic lanes. Such facilities, of course, are very expensive—the cost of a mile of highway on Nevada's main interstate roads, such as U S 40 and U S 91, in some instances, exceeds $200,000. It is also necessary to provide the driver with adequate signing and pavement markings to guide him safely through places of danger, and to instruct him in regard to hazards, intersections, and routes to follow.

The annual cost of center-line striping and signs for Nevada highways approximates $130,000 and the ultimate in adequate safety measures has not yet been attained.

Highway department administration feels there is a mid-step between protecting the driver from himself and protecting him from someone else. Studies are made of accident causes and accident statistics, so that design engineers can analyze and attempt to provide remedies against accidents. Results of these studies are carefully weighed and improvements designed to meet any new problem or emergency condition which the data may reveal.

Protecting the motorist from other drivers comes through the education and supervision of the driver. While this particular phase of the work is under the jurisdiction of the Public Service Commission (the highway department working in close coordination), that commission is able to safeguard, temporarily at least, against those faulty drivers who fall into the hands of the law as a result of accidents.

In the final analysis, safety on Nevada's highways will depend upon the conduct of each person who drives a car. Highway engineers can give smooth, durable roads, well signed and with gentle curves and grades, but the use which the individual makes of these facilities will determine the modicum of safety.

Hot plant mix, and road-mix materials, seem to be well suited to Nevada's purpose and therefore most of the 3,800 miles of hard surface are built with these materials. Variations are made in some sections, depending upon the extent and proximity with which road building materials are available. For example, in the Beatty area (southern Nevada) there are large volumes of red volcanic cinders conveniently adjacent to the highway for use as surfacing material. Convenience of location, toughness of fiber, nonskid texture, and durability also make for factors of economy, safety and endurance. In other sections of the State, beds of suitable gravel are obtainable and in those sections the materials are used economically when contracts are let for highway construction.

Cinders or gravel, the roads are hard surfaced with the most suitable material after it is thoroughly tested for durability, moisture absorption, and cohesive properties. If the material passes these rigid tests it is used in Nevada's road construction and maintenance work.

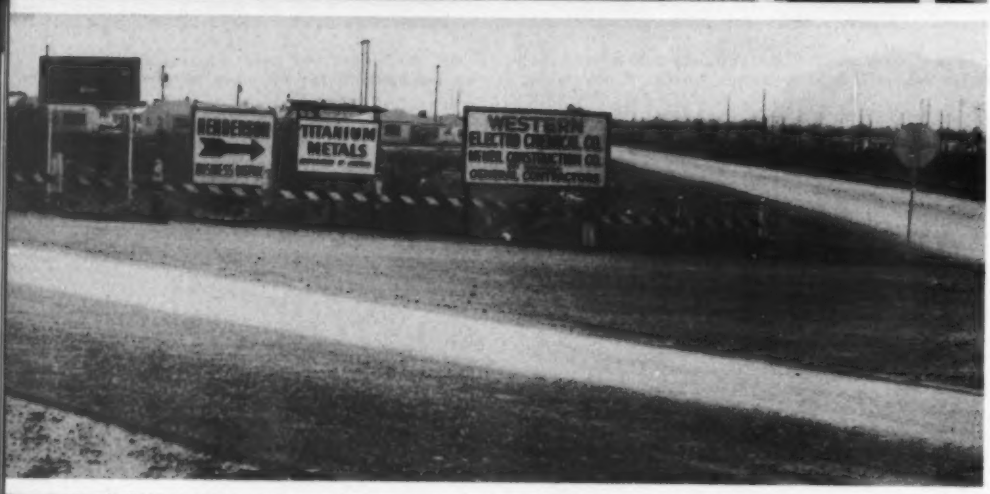
We have six major cross-state highways, with National numbers and designations. All six are designated as transcontinental routes.

U S 40, which traverses the Nation from Atlantic City to San Francisco, or from San Francisco to Atlantic City, if you want to put it on a west to east basis, passing through a variety of country which marks it as a cross section of the land and its people, is over 3,000 miles in length, and the Nevada

This is an old picture of Virginia Street, Reno, at the south end of town, before the four-lane highway was constructed. Note the difference in the bottom picture which shows the same stretch from the opposite end. It has been transformed into a divided four-lane structure carrying large volumes of traffic.

"The Strip" south of Las Vegas, also known as the Los Angeles highway and U S 91. Here, many luxury hotels accommodate recreation seekers from all over the land. The highway was recently constructed as a divided four-lane traffic arterial, with vapor mercury lights accessory to make the stretch as bright as day for night driving.

Along U S 50, west of Austin, in Lander County, there are stretches where the smooth road reaches toward the horizon and makes for easy driving. Eureka is an old mining camp and straddles highway U S 50 in central Nevada. Cattle raising prevails and currently the mines are being revived.



All over Nevada the paved highways are given center-striping treatment and are well signed to afford the greatest safety factor and directions for the traveling stranger. These signs are conspicuous and wording is kept as short as possible so they can be quickly and easily read. At intersections, directional signs and distances are given to towns and cities beyond, and these are plain and clear for the guidance of the traveler. All over the State these helps to safety are placed so that the tourist stranger coming into our midst can find a guiding marker to help him, or her, observe the traffic regulations and speed laws. These signs, particularly the warning signs, have a definite meaning, and if they are observed carefully, any driver, though he be a stranger, will find it easy to travel over our paved roads with little difficulty and find the greatest measure of safety. Heed the signs, they are for your safety.

Safety signing of Nevada highways is quite comprehensive, indicating all existing hazards. Nevada does not have a speed limit law in the open country; however, safe and sane driving is expected. The smaller towns and cities have their local regulations and speed limits, and if you observe them you won't have any difficulty. Some schools are located along the streets forming some of the transcontinentals and these zones call for reduced speed. The signs are very conspicuous and can be easily read. Our whole objective of these signs is for your safety and if you observe them your trip will be more enjoyable. We want you to enjoy your stay in Nevada and have taken every precaution to afford safety measures for you. We have kept these signs to a minimum so that you won't be distracted and have placed them only where we know they are necessary. If you observe them it will be to your traveling pleasure and we'll also feel very good about it.

CAVE HOTEL

CAMP DESERT ROCK
SIXTH ARMY
2½ MILES
U.S.
ATOMIC ENERGY
COMMISSION
NEVADA PROVING GROUND
CAMP MERCURY

37
CARSON CITY
RENO
FALLON
SACRAMENTO

A stretch of U S 95 (The Bonanza Highway) in southern Nevada near Coaldale, junction for U S 6.

Carlin Canyon along the famous Humboldt River in Elko County offers rugged, scenic features along U S 40.

Carroll Summit; broad, paved U S 50, winds scenically through the rugged Desatoya Mountains of north central Nevada.

Clear Creek Highway U S 50 climbs through the Sierra Nevada west of Carson City to contact and skirt beautiful Lake Tahoe.

segment covers approximately 420 miles (417 to be exact). This 417 mile stretch of road is hard surfaced all the way, never less than 20 feet in width, with 7- and 8-foot shoulders on each side, practically the entire distance. Because of the volume of travel in some areas, particularly in the metropolitan and small city areas, the road is widened and for some distances constitutes a four-lane highway to carry the burden of traffic. One may travel from Wendover, Utah, on the east end of the line across mountains, over valleys, through deserts, skirt meadows and fertile fields and enjoy comfortable, convenient travel conditions with no disagreeable grades or serious curves to negotiate. There are some passes across the mountains, but these have been minimized and there isn't a mountain range on this entire route within the State which can't be negotiated in high gear. Over most of the 417 miles of U S 40 the roadbed is as smooth as a polished floor and tourists will be surprised to learn this as they travel rapidly across the State, enjoying the natural scenic features, as well as noting the friendliness and hospitality of the people of the smaller western cities and towns.

The story of U S 50 is just about the same. It has a slightly longer way to go between the two State boundaries, but the surface is paved, width of the highway ample and the tangents are as level as those found on the route farther north. "Fifty" has a few more summits, but this gives an added feature of natural scenic beauty which eastern tourists relish so well. On this road too, all grades can be taken in high gear with comfort and there are no dangerous summits or curves, if a driver will only use his head and remember his safety lessons.

U S 6 cuts across Nevada from east to west and takes off through a country cutting the State almost in half. This is a favorite route for inland truck traffic and it affords a hard-surfaced travelway passing through rugged natural scenery, and on the western end goes into our neighboring State of California over a low pass which seldom is closed even in the worst winter weather.

For that matter, none of the passes into California are closed for any length of time. We did have one exception, and that was the winter of 1951–1952. All routes excepting Nos. 6 and 91 were closed for some days, but the storms which hit us during that season weren't normal either so we can't complain too much. As an ordinary thing you'll find all these hard-surfaced, scenic routes open at all times of the year. In summer the forests are their prettiest, and driving through the State and into the mountains is surely a delightful experience.

U S 91, sometimes called the Arrowhead Trail, is our southernmost highway but it sure carries a lot of traffic. If you go south from Las Vegas you are apt to meet up with a lot of Los Angeles and southern California traffic coming into Nevada from the west on its way to the southwest's recreational capital, or to see the world-famous engineering structure at Hoover Dam. U S 91 then goes on to make connection with roads leading into the famous National Parks in southern Utah. On U S 91, too, you'll find it paved from one end to the other, and in some places it's four lanes to carry the traffic. The highway is kept in tiptop shape so that you tourists may enjoy the best kind of travel.

Then we've got a few more north and south lines which are very important for traveling into this western country—U S 395, U S 95, and U S 93.

U S 395 in the western corridor of the State is paved all the way from Oregon through a portion of northern California, then through Nevada, and into California again. This stretch in the Silver State covers a distance of 83 miles, but its importance is partly due to the fact that it makes a direct connection between Crater Lake, Oregon; Mount Lassen National Park in northern California; and world-famous Yosemite National Park in east central California. We don't lay claim to these scenic marvels. They are entirely and wholly within the boundaries of our good neighbors. But we do have a very convenient route over which they can be entered from the east with the greatest of ease and the shortest distances to travel.

This U S 395 is what we westerners call the "inside passage" because it courses from top to bottom, east of the Sierra wall of mountains and affords a distinct safety way just in case some Nation should get the idea to wreck some of the coastal routes. U S 395 is broad, it's smooth, it's well paved, and it carries much traffic from up around the Oregon and northern California country into the Reno metropolitan district and then south to our State capital, where wonderful U S 50 leads up to Lake Tahoe. From Carson City, going south, U S 395 is the shortest eastern entry way into Yosemite National Park. Scenic? Well, you just drive over that delightful U S 395 sometime and you'll agree that it need take second place to none as far as scenery is concerned.

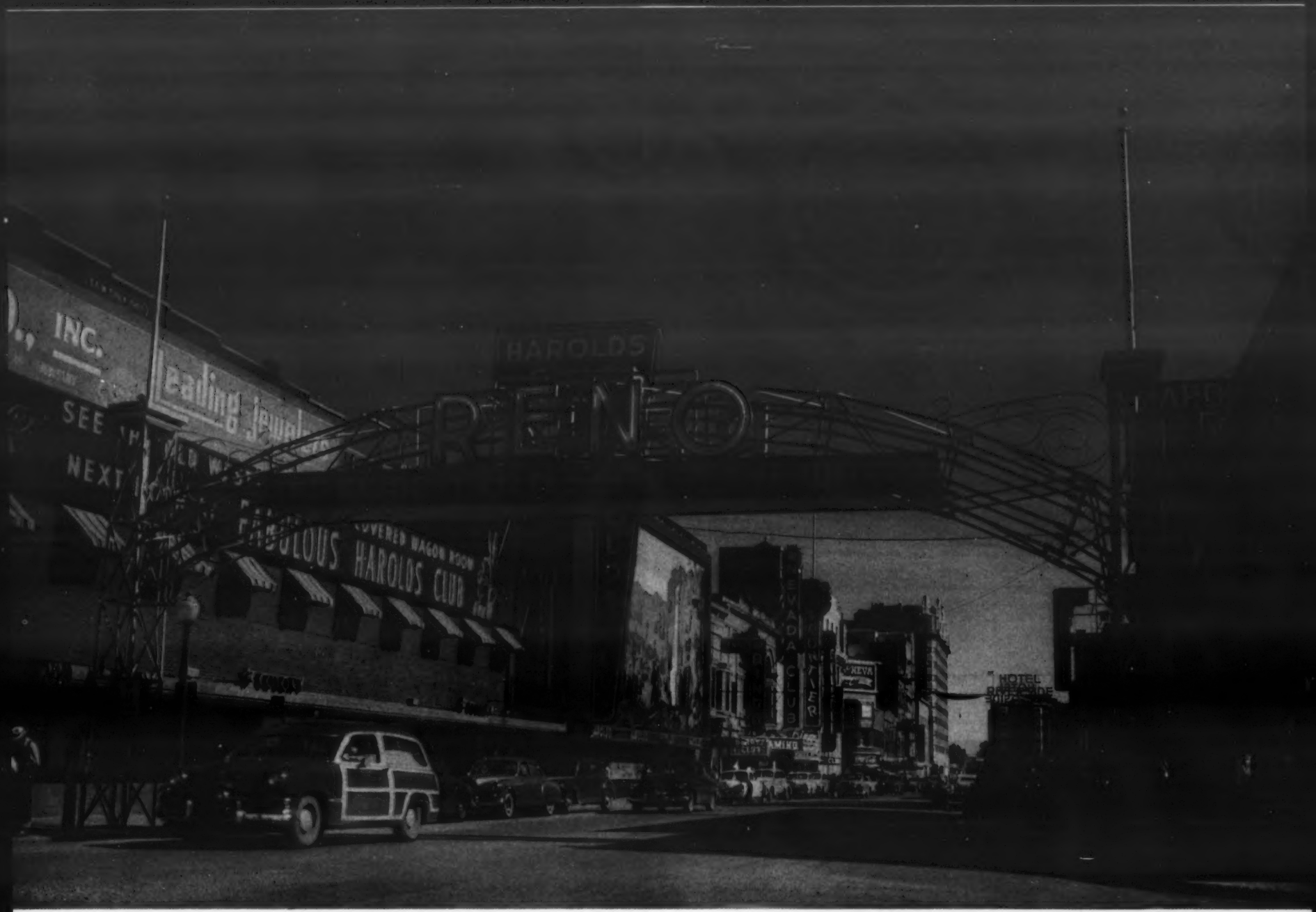
Then we've got another very important north and south route in U S 95. This is still farther east in the State and backs up U S 395 as an inside route. This all-weather, all-paved highway with plenty of room and smooth surface comes into the State at the north from eastern Oregon, after it has served well, parts of western Idaho. From the north it traverses the entire length of Nevada till it gets down to the "banana belt"—that's our Las Vegas area and it's well named—where the sun is out in full glory during daylight hours and the bright lights at night are brilliant. That's a city where people know how to enjoy life to the utmost and believe in laughing and having fun occasionally.

This route also has developed into a very important road to carry considerable truck travel from the farms and ranches of Idaho and eastern Oregon, bound for the great metropolitan area of Los Angeles. This route with its wide surface, good, hard shoulders to make it safer, and the not very mountainous country through which it passes brings the tourist in contact with some of our most famous old mining camps. U S 95 follows down through the valleys at a lower level, but you'll see the majestic, colorful mountains on all sides. You won't have to climb over many of them, though, to get to the "banana belt."

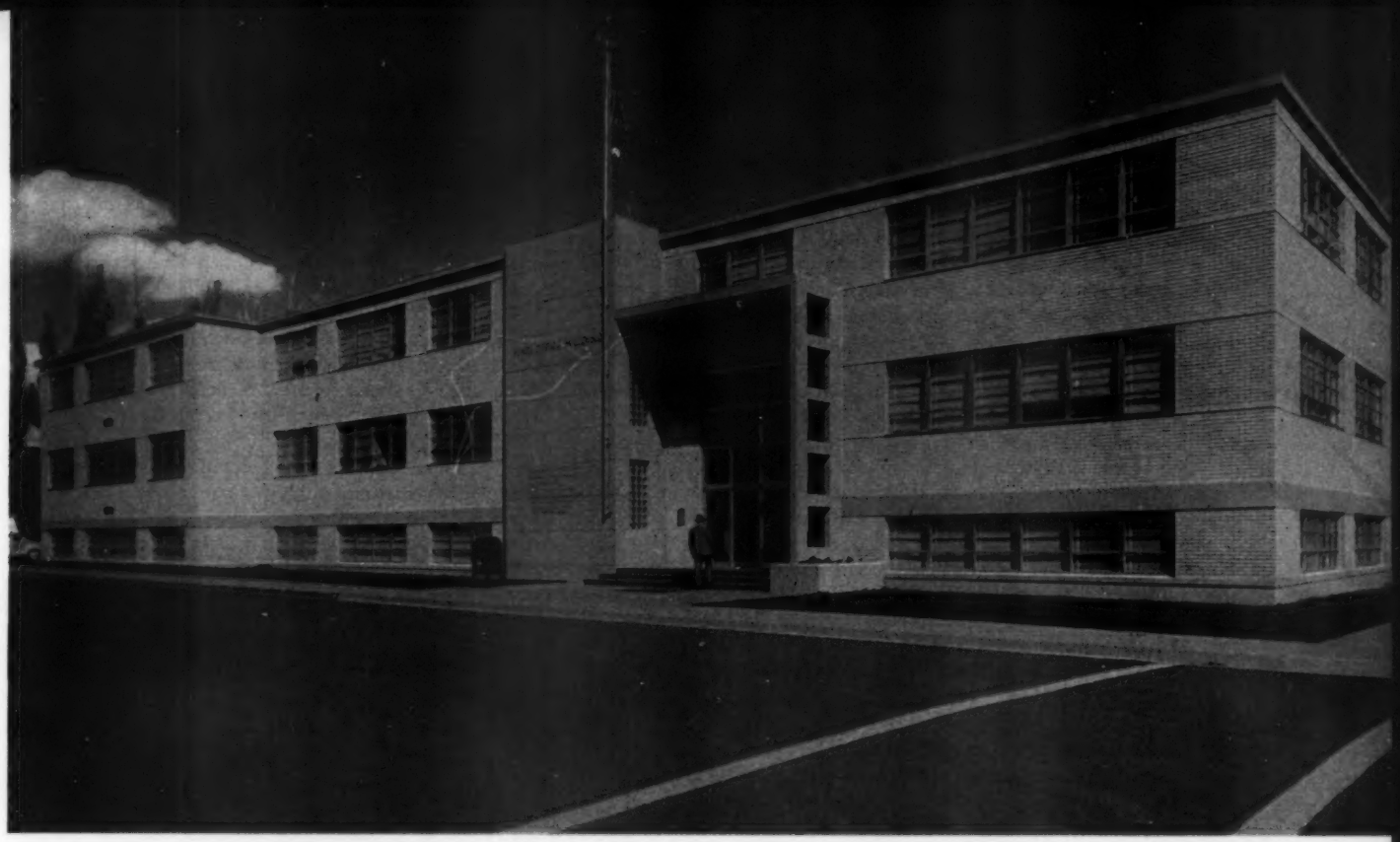
Out in the eastern part of the State there is another important traffic route where the Nevada State Highway Department has built up U S 93 in fine shape. Like others, this one is paved all the way from the Idaho boundary line to Glendale where it junctions and joins U S 91 and continues on into Las Vegas.

We recommend wholeheartedly any one of these cross-country, cross-state highways, and can assure that you will find them good to travel over; there's no real danger out in the open country, and while some of these routes don't have service stations too close together, you won't be inconvenienced very long even if you do run out of gas or develop tire trouble. Traffic is plentiful and Nevada folks will stop and give you a lift in case you need help. Nevada folks just won't pass up a

The top picture shows a horseshoe bend on the Clear Creek, Lake Tahoe road, or U S 50. The bottom shows the new alignment with the kinks taken out.



Reno, Nevada, one of the most spectacular and widely known cities in the world. This is Virginia Street, the city's main thoroughfare. Known all over the world, there is no other street anywhere quite like it. From the travel viewpoint, it is paved, wide, and level as a polished floor. Cars by the thousands roll over it every day.



The new State Office Building, completed about two years ago, houses the headquarters office of the Nevada State Department of Highways, in Carson City.

Beautiful in its panorama and fertile in its agricultural yield is Washoe Valley, located between Reno and Carson City.

fellow motorist in distress. We've never had a case yet where a man or woman got into serious trouble out in the wide-open spaces because they ran out of gas or had tire or mechanical trouble.

Our State Highway Patrol is always ready and anxious to stop and give you a friendly greeting and help, if needed, or information if you ask, and show other courtesies along the highways at all times of the day or night. They've been instructed and trained to do that very thing, and they like to do it gladly and willingly.

With such fine facilities for traveling over our big Western State which is packed with natural wonders, and scenic features, and colorful panoramas, you can be assured your trip will be an enjoyable one. We've got plenty to show you; we're proud of our highways and some of the things you will see while driving over them are really amazing. Nature planted a lot of "pretties" out here and we are anxious to show them to you. There are no "keep off the grass" signs anywhere in Nevada, and yet you'll see lots of grass. If you feel like you want to pull off to the side of the road and sleep in the open, at night, nobody will bother you. Just be careful you are far enough away from the flow of traffic and there is no objection. The morning on the desert is truly a wonderful thing to experience. There is nothing in the world quite like it.

Some of the outstanding scenic features in Nevada which are easily accessible from the paved highways are the lakes, rivers, mountains, caves and forests. The Ruby Mountains, in Elko County, are rugged in terrain, but back in their inner recesses many lakes exist where good fishing prevails in season. Mt. Charleston, Mt. Rose, Mt. Wheeler, Mt. Ward and a host of other higher elevations can be visited by the tourist. For our rivers we mention the Truckee, Carson, Walker, and Humboldt. While Lake Mead in the south is a wonderful place to fish the year around, the same applies to Lake Mohave which backs up from Davis Dam on the Colorado River.

Of caves, with striking interior displays of stalactites and stalagmites, we mention Lehman Caves, Whipple Cave, and Northumberland Cave. Then there are the man-made wonders such as Hoover Dam, The Liberty Pit at Ruth, Davis Dam, and the extraordinary mining activities at Tonopah, Gabbs, Red House, and Pioche. Then there is Virginia City which is not a ghost town but is one of our most cherished historic shrines. These are by no means all. Nevada has a whole treasure chest full of mighty interesting things for tourists to see and enjoy.

The Atomic Energy Commission's proving grounds are located at Yucca Flats, in southern Nye County. While the grounds themselves are not open to the public, our highway U S 95 courses nearby and travelers may be able to see the type of terrain in that section. Indian Springs and Cactus Springs are the closest settlements where shelter, food and refreshments can be obtained.

Our highways are yours to use and we hope you will come out to Nevada and use them. Stay awhile, and enjoy the wonders which nature gave us so plentifully all over this great big Western State.

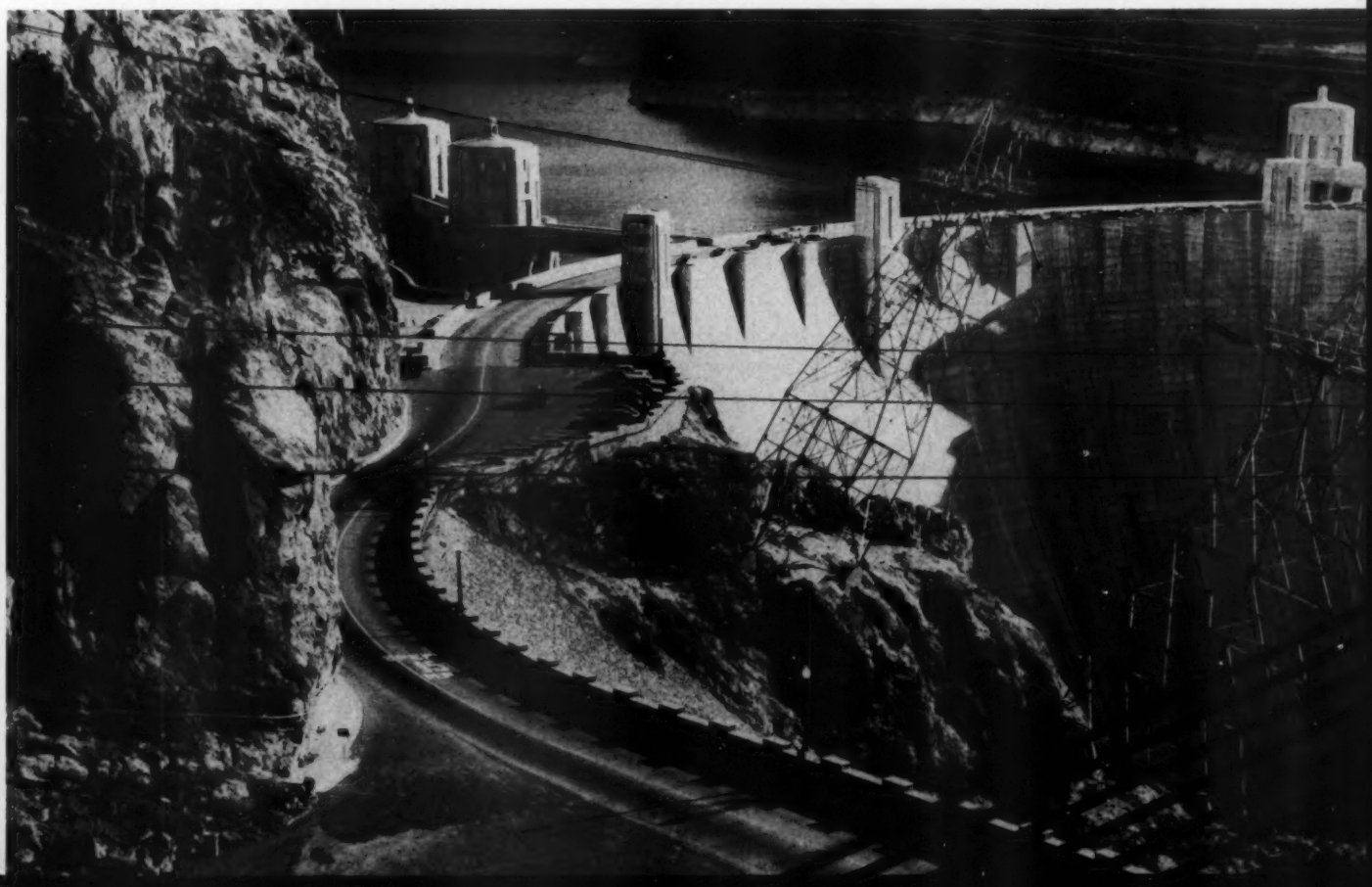
PHOTOGRAPHIC CREDITS

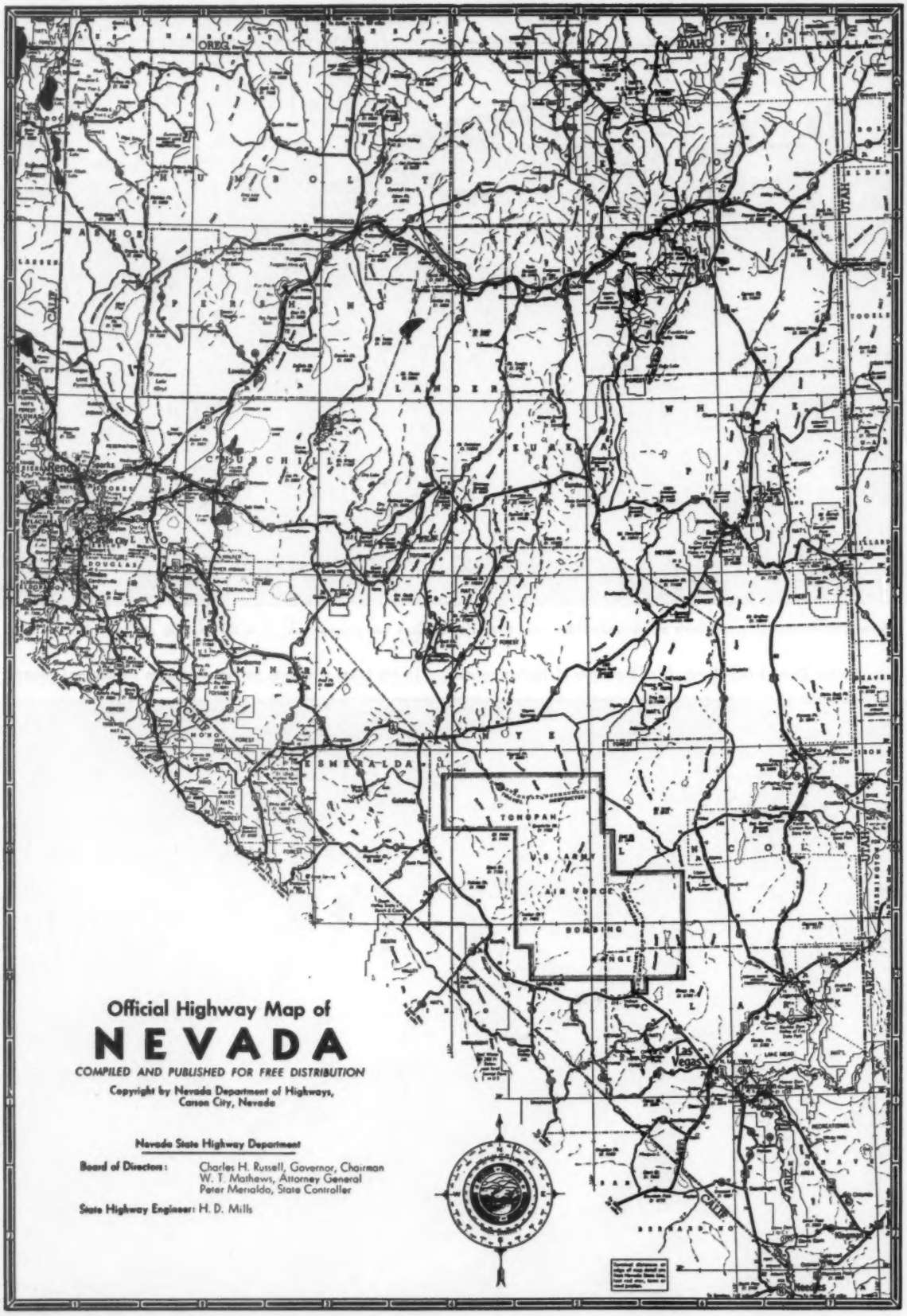
Pages 1, 5, center page 7, bottom page 8, pages 11, 14, bottom page 15, pages 16, 20, 22, 23, bottom page 29, pages 30, 31, all by Adrian Atwater, Nevada Department of Highways staff photographer. Page 17, bottom page 19, page 28—courtesy of Reno Chamber of Commerce. Page 27, George Criteser, Bureau of Public Roads, Carson City. All the rest were taken from department files.

Down in Carson Valley, 12 miles south of the State capital, Gardnerville serves a wide agricultural area, is the gateway to fine hunting, fishing, and sports recreational grounds in the Lake Tahoe region. It's a beautiful little city, modern in every respect. U S 95 is the main drag.

Airport at Boulder City, the town which Uncle Sam built when Hoover Dam was constructed. It is the gateway to fine fishing on Lake Mead.

Hoover Dam attracts hundreds of thousands of tourists annually. Its top forms a roadway for travel between Nevada and Arizona.





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NEVADA

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